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CENTRAL INTELLIGENCE AGENCY

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1. On 23-24 June the following Chinese Communist Air Force (CCAF) training missions were flown:
 - a. Nanking: on 23 June 6 IL-12's.
 - b. Tsingtao: on the morning of 24 June 10 planes of the 48 Air Regiment, 16 Air Division; and on the afternoon of 24 June 12 planes of the 46 Air Regiment, 16 Air Division. Both Soviet and Chinese Communist pilots took part in these missions.
 - c. Yangts'un: on 24 June 4 YAK-17's and 4 MIG-15's.
2. On 24 June Soviet Air Force activities were as follows:
 - a. Antung: 8 planes patrolled the area during an air raid alert which began at 5:57 p.m., and one TU-2 arrived from Mukden.
 - b. Mukden: 8 MIG-15's left for Antung.
 - c. Anshan: 6 MIG-15's, one YAK-17, and a number of MIG-9's flew training missions.
3. Air Activities on 26 June were as follows:
 - a. Training missions from Anshan:
 - (1) One YAK-17 and one PO-2 flew to Hsiaopeiho (122-50, 41-22) and back.
 - (2) Two YAK-21's under the direction of Yeh-fei-mao-fu (葉飛毛夫) (? Yefremov).
 - (3) Twenty MIG-15's and one YAK-17 under the direction of KAO Lien-chin.
 - b. Flights from Mukden:

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- (1) At 6:28 a.m. one YAK-12, piloted by Pa-so-li-fu (巴索里夫) (? Bazorev), left for Anshan.
- (2) At 6:30 a.m. one YAK-12, piloted by Ku-lieh-ning (古列寧) (? Kulenin), left for Tsitsihar.
- (3) At 6:36 a.m. civil transport Number 6402, piloted by Lieh-wa-niu-k'o (列瓦牛克) (? Levenko), left for Yangts'un.

c. Miscellaneous air activity:

- (1) At 8 a.m. one YAK-12, piloted by HSIEN Chin, left Antung for Peiping.
- (2) Six planes based at Antung flew training missions in that area, returning to the field at 7:35 p.m.
- (3) YAK-12 Number 6403 arrived at Anshan from Peiping at 12:27 p.m.
- (4) At 9:17 a.m. IL-12 Number 37 left Ch'engtu for Hankow, where it picked up the commander of the Chinese Communist 7 Army, who was to attend a conference in Peiping. The plane left for Peiping later in the day.
- (5) Transport Number 8012 left Peiping for Chungking via Hankow with a recoilless gun aboard destined for Chungking.
- (6) One YAK-12 flew from Paoting (116-22, 38-59) to Ch'inyuan (112-19, 36-34) via T'aiku (112-33, 37-23) and then returned to Paoting.
- (7) Mukden Airfield closed at 5:30 p.m. because of rain, and Hankow Airfield opened at 6 a.m.

d. Air Activities on 27 June were as follows:

- a. Mukden Airfield was opened at 8 a.m., Chungking Airfield was opened at 9 a.m. and Ch'engtu Airfield was opened at 2 p.m. Nan'ing Airfield was closed at 7 a.m.
- b. From 8 a.m. to 12 a.m. on 28 June air defense exercises were to take place in the Shanghai area. Three flights, scheduled to land at Shanghai from other fields during that period, were to be cancelled.

c. Training missions:

- (1) Liaoyang: 26 MIG-15's under the command of YUAN Chi-chou were scheduled to leave at 5 a.m. and to fly at altitudes of 1,500-25,000 feet.
- (2) Hsinch'eng (115-48, 39-14): one YAK-12 to Ch'inyuan via T'aiku and back.
- (3) Mukden: 2 IA-9's under the command of K'o-li-ch'ien-kao (克立千高) (? Korichenko) to Ssup'ingchieh and back.
- (4) Anshan: 10 YAK-15's and one YAK-17 under the command of KAO Lien-chin at altitudes of 1,500-35,000 feet; 2 YAK-11's under the command of Yeh-fei-mao-fu at altitudes of 1,500-50,000 (sic) feet; and 7 MIG-15's and 11 YAK-11's under the command of CHIU K'o-ying at altitudes of 1,500-50,000 (sic) feet.

- d. Transport Number 8326, based at Wangchiatun Airfield, Hankow, dropped leaflets in the Hankow area. It returned to the base at 12:45 p.m. and was scheduled to drop leaflets again on 28 June.

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- e. At 8:30 a.m. YAK-11 Number 20 left Chohsien (115-58, 39-30) for Paoting.
- f. Flights from Hsinch'eng to Paoting included YAK-11 Number 22 departing at 8:26 a.m. and IL-9 Number 09 departing at 8:36 a.m.
- g. Flights from Hankow: at 3:42 p.m. transport Number 8012 left for Chungking with 31 passengers and 220 pounds of baggage; at 10:25 a.m. transport Number 8013 left for Chungking; at 1:22 p.m. civil transport Number 154 left for Sian; at 1:56 p.m. civil transport Number 2 left for Chungking, where it arrived at 4:26 p.m.; and at 1:29 p.m. civil transport Number 157 left for T'aiyuan.
- h. At 12:12 a.m. civil transport Number 15 left Lanchow for Sian, where it arrived at 2:36 p.m.
- i. At approximately 9 a.m. IL-12's Numbers 1, 24, and 29 left Nanking for Peiping via Hsучou and Tsinan, arriving at approximately 12:15 p.m.
- j. Flights from Peiping: at 9:42 a.m. transport Number 8012 left for Hankow, arriving at 12 noon; transport Number 8002 left for Hankow; IL-12 Number 1 left for Ch'engtu; and civil transport planes left for Tsingtao.
- k. Flights from Mukden: at 2:12 p.m. YAK-12 civil transport Number 09 left for Peiping, where it arrived at 4:55 p.m.; at 3 p.m. TU-2 planes Numbers 3, 11, 12, 13, 14, 21, 22, and 41 left for Port Arthur; and at 9 a.m. transport Number 3675 left for Anshan.
- l. Flights from Chita: at 11:58 a.m. YAK-12 Number 208 left for Mukden via Tsitsihar, arriving at Tsitsihar at 2:42 p.m.; and civil cargo plane Number 01 left for Mukden via Tsitsihar.
- m. At 9 a.m. 2 YAK-12's left Liaoyang for Changchun, and at 6:50 p.m. 6 MIG-15's arrived at Liut'ing from Yangts'un.

5. Air activities on 28 June were as follows:

- a. Ch'engtu Airfield opened at 6:25 a.m., Nanking Airfield at 6:30 a.m., and Lanchow Airfield at 5:30 p.m. Hankow Airfield closed at 6 a.m. because of rain and opened at 8:15 a.m.
- b. At 10:44 a.m. YAK-12 Number 651 left Tsitsihar for Peiping. Following its arrival at Peiping it left for Port Arthur. At 4:20 p.m. it left Port Arthur for Mukden, where it arrived at 8:55 p.m.
- c. At 9:30 a.m. YAK-12 Number 9275 left Port Arthur for Voroshilov via Mukden.
- d. Flights from Mukden: at 9:35 a.m. plane Number 7686 left for Voroshilov; at 7 a.m. one YAK-12 left for Anshan, piloted by Ao-no-fu (奧諾夫) (? Onov); and plane Number 208 left for Peiping.
- e. Flights from Anshan to Mukden included one YAK-12 and, at 3:54 p.m., one civil transport piloted by Wu-ssu-kao-fu (? Uskov).
- f. Flights from Peiping: at 5:20 a.m. one transport left for Liut'ing, and one YAK-12 left for Yangts'un.
- g. At 3:47 p.m. YAK-11 Number 22 left Chohsien for Paoting.
- h. Anshan training missions:
 - (1) At approximately 5 a.m. 12 MIG-15's, 2 YAK-11's and one YAK-17 at altitudes of 16,000-40,000 feet under the direction of KAO Lien-chin.

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(2) One YAK-17 and 2 MIG-9's to Haich'eng and back at altitudes of 1,600-16,000 feet under the direction of HO Feng-ch'in (何鳳琴). They arrived back at 2 p.m.

(3) Six MIG-15's, 2 YAK-11's and one YAK-17 at altitudes of 600-40,000 feet, under the direction of CHIU K'o-ying.

- i. Twenty-six MIG-15's, under the command of YUAN Chi-chou, flew training missions to Hsinlit'un (122-08, 42-01) and Heishan (122-05, 41-42) and back from Liaoyang at altitudes of 6,000-26,000 feet.
6. During May the Soviets agreed to turn over to the Chinese Communists all planes produced by an airplane factory at Irkutsk, which specializes in MIG-15's, and all planes produced by an airplane factory at K'ang-so-mo-nieh-ssu-k'o (康寧摩蘇克) (? Komsomolsk), which specializes in the production of TU-4 bombers.
7. By 15 June 60 MIG-15's from the Irkutsk factory and 24 TU-4's from the K'ang-so-mo-nieh-ssu-k'o factory had already arrived in Mukden for the Chinese Communists.

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Comment. [redacted] for recent information on flights from airfields in Communist China.

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Comment. It is probable that most, if not all, of the Chinese-type names in this report represent Soviets who have assumed Chinese names.

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